

NEW YORK HERALD

PUBLISHED BY THE SUN-HERALD CORPORATION, 280 BROADWAY, TELEPHONE, WORTH 10,000.

Directors and officers: Frank A. Munsey, President; Edwin Wardman, Vice-President; T. M. Dewar, Treasurer; R. H. Tibbitts, Secretary.

MAIL SUBSCRIPTION RATES: By Mail, Postpaid, Year, Months, Month.

brilliantly, neither ever revealed the flash of genius, but in the boy ALFRED, the first of ten children born to the Harmsworths, genius fused and gave the world an extraordinary man.

A year later, 1882, he had an editorial job on Youth at \$25 a week, with Sir WILLIAM INGRAM, publisher of the Illustrated London News.

Five years later, at the age of 22, he struck out for himself as a publisher and brought out a publication called Outing.

He issued the first number of Answers. This weekly paper became the foundation of his fortune.

His success was meteoric; its success was the inspiration of the genius that afterward came to be the greatest power in the publishing world.

NORTHCLIFFE'S abilities radiated in many directions. He had the vision of the pioneer and was always the pioneer in the fields of his activities.

He considered himself a conservative and had this strain deeply imbedded in his nature, but his methods in all his undertakings were original, dramatic, daring.

He had rare business instinct and rare genius in sensing public taste, in interpreting public opinion. He made mistakes, as all men do, but on the whole, considering the big part he played, he made very few.

NORTHCLIFFE had none of the qualities of the gambler, yet he never hesitated to take chances in his field of endeavor, never hesitated to put money into the ventures of his creative mind to try them out.

In affairs of government, in domestic and foreign affairs, NORTHCLIFFE had decided opinions and reached quick decisions. This had been his habit in his publishing business and it went with him into journalism and into statesmanship.

NORTHCLIFFE had a striking personality—magnetic, buoyant, charming. With rugged figure and well modeled features, strong and decisive and illumined with the smile of a boy and the sparkle of a joyous soul, NORTHCLIFFE'S presence was distinguished—a big human man, simple, genuine, delightful.

out of reason was a strong friend of America. There was no deeper wish with him than to see Britain and America closely united in mutual sympathy.

In the natural course of things, however, LLOYD GEORGE as Prime Minister of England and the great war head of the Government will occupy a much larger place in history than NORTHCLIFFE, and for the reason that the world pays tribute to and piles honors on its soldiers and its public men.

Perhaps they will be almost as far apart at the end of the next conference. But eventually the Allies must get together on the problem which means so much to all of Europe.

Conferences among nations at peace with one another usually end—when they do not end in war—with some yielding on all sides. The important thing is that the meetings should be persevered in.

In the period "for reflection" Mr. LLOYD GEORGE will reflect and Mr. POINCARÉ will reflect, each considering not only what is best for his nation but what is necessary for the recovery of Europe from its economic illness.

The manner in which Runelise, the sister to Morvich, won at Saratoga last week the first race in which she started indicates that the son of Runnymede was not a chance horse, as many persons believed.

The possession of such speed as this pair have shown is not an accident but must come through the blending of strains of blood with the quickening elements intensified to a degree far beyond the ordinary.

It is evident that this is a pair of horses of greater importance and of greater power even than the President of the United States.

The uncertainties of breeding in the matter of coloring crop out in the case of Morvich and his sister, Morvich is a dark bay, almost a brown, like his mother, while Runelise has the chestnut color of her sire Runnymede and Grand sire Votter.

The circumstance that seems most important in the later developments concerning the railroad strikes is the bold and arrogant admission by the head of one of four powerful organizations of that which had previously been a matter of suspicion only, namely, that seniority is a pretext, that the "protest" against the presence of officers of the law at the scenes of trouble is a pretext, and that the real purpose for which railroad employees are standing out and doing desperate and shameful things is the establishment of a reign of labor above a reign of law.

THE NEW YORK HERALD holds that the country is indebted to Mr. SHEPPARD for putting the "fundamental policy" so plainly. See what it means. The "right to decline service," in his view and in the view of the small fractional minority of citizens he represents, is not merely the right to quit work and allow others peaceably to take up the service thus declined. It is the right to go on a self-granted leave of absence, retaining full status until the demands of the absentees, however excessive or preposterous, shall be granted under compulsion of public inconvenience, peril or suffering, and then to walk back triumphantly, as to one's own possession, to the full enjoyment of pay, pensions, insurance, seniority and all the privileges of loyal and continuous service.

the paralysis of a nation's industries and orderly life. The first name in the list of victims of the outrage near Weehawken is ANNA SCHMIDT, aged 4. Poor child! Would she be happier could it be proven to her that she wins the glory of martyrdom for the sake of the fundamental principle enunciated by SHEPPARD?

Let the President and the Congress take heart as they face this clearly defined issue. The country will be behind them.

"For Reflection." The latest allied conference on the German reparations question has adjourned since die "for reflection," a phrase which honestly expresses the reason that the world pays tribute to and piles honors on its soldiers and its public men.

Mr. Houshion noted the fact that the United States is standing in the way of Europe's recovery. He thought this Balfour was confused rather than helped in the solution. He said the effort to exact the reparations now demanded of Germany will fail.

"It is stupid not to see," he said, "that our aim should be to see how we can aid Europe to increase her production and her exports rather than adopt measures to hamper her industries."

"Further improvement of production in Europe waits on many things—on peace, on the return of orderly government, on relief from intolerable expenditures and impossible currencies, on wise fiscal policies, particularly as to taxes and balanced budgets, and on the removal of trade barriers among her twenty-six nations."

"Some of these things Europe can now begin to do if she will; and she must do them in her own interest. If she is to get on her feet and move forward, if Europe is ever to hold her own in the race for world service with America she must perform a number of surgical operations."

"If such a settlement is made it will give labor unions such power in future strikes as will surely prevent the roads from finding men to help the country in such a time of peril. It is evident that the United States and other nations are to-day in a hostile state of mind, by trade and transportation restrictions, burdened with enormous expenses for defense against one another, we should have no difficulty in doing this."

"I trust that such a dangerous precedent will not be made but that the pledges given those men who were faithful to the roads will be kept. D. E. M. EASTHAMPTON, MASS., AUGUST 12."

Through their frail fairness I renew Dear memories of a distant time. Like these, the fragile blooms I see, Forget-me-nots.

Dear memories of days that flew Too fleetly, fading from the view As sunsets fade, or melody Dies to a tender minor key— To these—ah! joyfully hold the clew, Forget-me-nots. CLYNTON SCOLLARD.

Unions and the Public. Issues Plainly Defined in the Coal and Railroad Strikes.

TO THE NEW YORK HERALD: How do the people feel about the threatened walkout of the Big Four brotherhoods as a means of coercing the railroads into accepting the demands of public sentiment? If I am any judge of public sentiment people would be glad to have the fact impressed upon the unions that this is a government of law and order in the interests of all the people, and not a government of labor unionism in the interests of labor unions.

No combination of railroad employees or miners can take us by the throat and exact tribute from us. They may not, by reason of their employment in the production and transportation of the necessities of life and under threat of depriving us of these necessities, demand exact rates of pay disproportionate not only to the character of their work but to the rates of pay received by other classes of labor who work harder than they do at tasks demanding in many instances greater skill and ability.

This is a fight between the unions and the people who must pay the freight and passenger rates and coal prices made necessary by their exactions. Apparently a lesson must be taught and now is as good a time as any to teach it.

The other brotherhoods want to try their strength against the people of this country let them go to it now, and we will make one job of it. There are too many men who are ready and willing to take the places of the strikers at the rates of pay and conditions of labor which the strikers reject for the country to stand for any more nonsense. It is only necessary that these men shall be prepared to hammer her industries."

"I devoutly hope that the railroad presidents will not be persuaded by any agency whatsoever into breaking their word to the employees now engaged in the maintenance of transportation as to their priority rights. In my opinion the people are ready to go into a fight to a finish to terminate once and for all the tyrannical terrorism of labor unionism and to uphold our constitutional rights of life, liberty and the pursuit of happiness, including the right of every citizen to work when and where he pleases unmolested! R. A. C. NEW YORK, AUGUST 14."

A Dangerous Precedent. TO THE NEW YORK HERALD: The labor unions are attempting to compel by any and all means a settlement that will give shop craft strikers their old places, the strikers of the United States are faithfully and by the roads when the attempt was made to throttle the transportation of the country.

If such a settlement is made it will give labor unions such power in future strikes as will surely prevent the roads from finding men to help the country in such a time of peril. It is evident that the United States and other nations are to-day in a hostile state of mind, by trade and transportation restrictions, burdened with enormous expenses for defense against one another, we should have no difficulty in doing this."

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Houston Urges United States of Europe Ex-Secretary of Treasury, at Williamstown, Sees Emulation of American Union Cure for Overseas Ills.

Special Dispatch to THE NEW YORK HERALD. WILLIAMSTOWN, MASS., AUG. 14.—David F. Houston, former Secretary of the Treasury, took charge of the round table on the rehabilitation of Europe at the Institute of Politics to-day. His contribution to the discussion had special interest as his first public expression on the European situation since he left the Cabinet.

He maintained that the discussion of the cancellation of the allied debts, that the sentiment of the country as well as in official circles was against it, and that it is not helpful to the world that the United States, by refusing to cancel the debts, is standing in the way of Europe's recovery.

"It is stupid not to see," he said, "that our aim should be to see how we can aid Europe to increase her production and her exports rather than adopt measures to hamper her industries."

"Further improvement of production in Europe waits on many things—on peace, on the return of orderly government, on relief from intolerable expenditures and impossible currencies, on wise fiscal policies, particularly as to taxes and balanced budgets, and on the removal of trade barriers among her twenty-six nations."

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Daily Calendar THE WEATHER. For Eastern New York—Fair and moderately warm to-day and to-morrow; gentle, variable winds.

For Northern New England—Fair and moderately warm weather to-day and to-morrow; gentle, variable winds. For Southern New England—Fair and moderately warm weather to-day and to-morrow; gentle, variable winds.

Observations at United States Weather Bureau, taken at 8 P. M. yesterday, August 14th, 1922.

Table with columns: Station, High, Low, Meter, hrs., Weather.

Table with columns: Barometer, Humidity, Wind-velocity, Weather.

LOCAL WEATHER RECORDS. 8 A. M. 69 1 P. M. 80 6 P. M. 79 11 A. M. 71 2 P. M. 82 8 P. M. 80 11 A. M. 70 4 P. M. 82 8 P. M. 75 12 A. M. 71 5 P. M. 79 10 P. M. 73

EVENTS TO-DAY. National Retail Dry Goods Association, Merchandise Fair, Grand Central Palace, 11 A. M.

AMERICAN TO-DIRECT FINANCES OF PERSIA. Dr. Millsaps Signs Contract With Empire.

Special Dispatch to THE NEW YORK HERALD. NEW YORK, AUGUST 14.—Dr. C. Millsaps, economic adviser of the State Department, to-day signed a contract with the Persian Minister to serve as Administrator-General of the Anglo-Persian Oil Company.

THE WHITE MOUNTAINS. Special Dispatch to THE NEW YORK HERALD. BRETON WOODS, N. H., AUG. 14.—The annual Bretton Woods golf tournament began to-day, with more than 100 entries, and the annual Crawford Notch tournament also began at the Crawford Notch Golf Club.

City Ways Invade the Country. We have four chicken peddlers a week; but the West and electric agents, and even have traveling barbers pass through the community.

The Poet and the Stars. Stars, I would praise you, Over Lowery Hill, Stars, I would praise you, Who have but my will, And little bag of words.